

year, and this is a very small amount, although you do not say so, include provision for your losses per *Glenarney*. Against the increased losses it is very satisfactory to see an increase of something like \$65,000 in the net premium earned. Take the report as you may, it is a brilliant one, and, sir, I feel sure I will be the recipient of all the congratulations of the Board, its most able Secretary, and the staff generally on the result of your combined labours. (Applause.) With these remarks I beg to second the adoption of the report and passing of accounts.

The Chairman—Before I put forward the passing of the report and accounts I beg to thank Mr. McCoskie in the name of the Board of Directors and the staff generally for his appreciation of their services and the results which have been obtained during the past year. I think the results are certainly very satisfactory; this is about the best report that the Union has ever brought out and our being able to put \$150,000 to the Reserve Fund is one of the best features. With regard to the remark about the *Glenarney* I may say that she has been provided for.

Carried.
Mr. Playfair proposed the re-election of the retiring directors, Messrs N. A. Sles and R. Richardson.
Mr. R. K. Leigh seconded.
Carried.

Mr. Wilcox proposed the re-election of the directors, Messrs J. H. Cox and W. H. Potts.
Mr. Thompson seconded.
Carried.

The Chairman—That, gentlemen, concludes the business of the meeting. I am much obliged to you for your attendance. I hope that when we meet again this time next year we shall have as favourable a report to bring forward. (Applause.) Dividend warrants will be issued to-morrow morning.

SANITARY BOARD.

A meeting of the Sanitary Board was held this afternoon. Mr. F. A. Cooper (Director of Public Works) presided, and there were also present Dr. F. H. Clark (Medical Officer of Health), Dr. Ayres, the Captain Superintendent of Police, Mr. N. J. Ede, and Mr. Hugh MacCallum (Secretary).

MINUTES.

The minutes of the last meeting were read and confirmed.

THE STRIKE OF NIGHTMEN.

The Secretary wrote the following minute with reference to the recent strike amongst nightmen:—
"During the recent strike of the nightmen it became necessary to try and find men to take the place of those on strike. One of the men whom I thought would be likely to be able to supply such men was Mr. James MacCallum, who had been employed by him as a nightman at one of the houses he had submitted to me the following proposals, viz:—

1. Allow the strikers to resume work unconditionally.

2. Enter into a contract with him for a period of five years on the following terms, viz:—

(a) That he would provide a sufficient number of men to do the work in the same manner as it is being done at present, with the exception that his men would be registered and that they would use buckets of the required pattern.

(b) That he would pay a fee of \$2,000 for the five years' contract.

(c) That he would be permitted to make the following charges, viz:—

1. Chinese tenement houses, 15 cents per flat, 4s. per family per month.

2. Chinese shops, under a monthly rental of \$50, 30 cents per month.

3. Chinese shops of a monthly rental of \$50 and under \$100, 60 cents.

4. Chinese shops of a monthly rental of \$100 and upwards, \$1.

5. European houses, a morning attendance only, \$2.

6. European houses, a day and a morning attendance, \$3.

7. Large institutions, for each night man required, \$7.50.

8. Each night man would be secured to the extent of \$50.

9. The contractor to supply buckets, etc., at his own cost.

Ten days or a fortnight was required to make the necessary arrangements. Inasmuch as what was really required was an immediate set of work this proposal was not then paid much attention to, but now that the strike is ended, I seriously think the matter one which deserves serious consideration by the Board. If such be possible, there can be no question that it is desirable to make such arrangements as will effectively prevent a repetition of the very serious inconvenience to which practically every ratepayer in Victoria was recently put, to say nothing of the danger to the public health of the colony. It would be a comparatively easy matter to draw up a contract on the lines set forth in the proposal which has been made, and there are of course many things to be said in favour of such an arrangement.

To my mind, the chief objection to it would be that the contractor would be entitled to collect fees from householders, not as a matter of arrangement between the householders and the contractor, but as a matter of right by the latter under the terms of his contract. I therefore think a much more preferable plan would be to enter into a contract to carry out this work at a rate which would be paid by the ratepayers. This rate would be a matter of course be collected at the same time as other rates, so that for all practical purposes the cost of collection would be nothing.

If the work was done in a systematic manner by a contractor I think some 400 men would be sufficient. This would mean a monthly outlay of \$3,000, or, as a rough approximation, \$35,000 a year. A rate of 1½ per cent. would yield \$7,500 a year, which would give a surplus of \$4,500 for contingencies, a sum which I think is not too much to ask for a person in what would be a practically a new undertaking. As a matter of fact the present conservancy contractor pays \$2,400 a year for his contract, so that in reality for the conservancy of the city on the lines indicated above an additional \$7,000 a year would cover the cost thereof.

No doubt any increase in the rates will be met with by adverse criticism in the usual way with British subjects, but in this case the increase would only be an apparent increase, inasmuch as an equal if not a higher rate is now being paid as a result of the household monthly expenditure for servants.

Apert altogether from the question of cost is the important question of an efficient organized system of doing the required work. This I submit can only be attained by the plan I have recommended or some modification of it.

The following minutes were attached to Mr. Ede's—I am not in favour of this proposal. I think it is better to let the householders make their own arrangements as at present, subject to the regulation of the collector and the use of a proper bucket.

The Medical Officer of Health—It would certainly be more economical for the Board to arrange for the work to be done by contract, for at the rate estimated (1½) it would mean a saving of 1 per cent. per annum on the rental at least, comparing it with what is paid now by householders to these private contractors. The work would also be more efficiently done, but I do not think we should be guaranteed against strikes, as they are just as likely to occur among the contractor's coolies as among private coolies.

The Acting Captain Superintendent of Police I agree with Mr. Ede.

After some discussion it was resolved to instruct the Secretary, in conjunction with the Medical Officer of Health, to prepare specifications, with a view to obtaining tenders for the removal of night soil from the City of Victoria.

THE COST OF CHLORINATED LIME.
The Medical Officer of Health wrote stating that 6,000 lbs. of chlorinated lime had been supplied to the latrines during the month of September and he was of opinion there was no necessity for its continuance.

The Secretary, in a minute, said that \$3,000 worth of lime had been used during the last two months. If it was decided to continue the expenditure of public money another \$1,500 would be required for the current year and something like \$7,000 in 1897.

It was resolved to discontinue the use of lime for the present.

MORTALITY RETURNS.

For the week ended 26th September the death rate was 30 as against 27 for the corresponding period of last year. For the week ended 3rd October the rate was 21.8 as against 31.2.

ADJOURNMENT.

The Board adjourned for a fortnight.

THE RISE IN CABLE RATES.

The following correspondence, which speaks for itself, was submitted at a meeting of the Shanghai Chamber of Commerce on the 29th ultimo:—

PEKING, August 27th.

Sir,—I am in receipt of your letter of the 17th of August calling my attention to the increase in telegraphic charges adopted by the Eastern Extension and Great Northern Telegraph Companies, forwarding to me certain correspondence which had passed between your Chamber and the Telegraph Companies. I have read the correspondence in question and given it my careful consideration.

I regret that I am not in a position to review or reconsider the official ratification which was given by me on the 30th of July to the Convention, which was, I believe, signed on the 17th July,—I am, Sir, your obedient servant.

CLAUDE M. MACDONALD.

The CHAIRMAN, Shanghai General Chamber of Commerce.

Peking, 12th September, 1896.

Sir,—I have the honour to acknowledge the receipt of your letter of the 3rd September in which you desire to draw my attention to the "apparently inequitable and racial distinction whereby messages sent by foreigners are charged twice as much as messages sent by natives."

In reply I beg to state that I will take the earliest opportunity of submitting the representations of your Chamber on this point to Her Majesty's Secretary of State.

I would, however, point out that the distinction is hardly "racial." It is not one which applies to messages sent by foreigners or by Chinese, but to messages sent in a foreign language or the Chinese language.

I am given to understand that the principal reason for charging half-rates for messages sent in the code of ten thousand words published by the Chinese Telegraphs was introduced because the above number provides a very small code as against the four hundred thousand available for Europeans.

As you are doubtless aware, the same rule is in force in Japan.

I am, Sir,

Your obedient servant,

CLAUDE M. MACDONALD.

The CHAIRMAN, Shanghai General Chamber of Commerce.

Shanghai General Chamber of Commerce, Shanghai, 29th September, 1896.

Sir,—I enclose a letter dated to-day addressed to H.B.M. Minister in Peking on the subject of increased telegraphic charges, and will be obliged if you will kindly forward it to Peking. A copy is also enclosed for your information.

I have the honour to be, Sir,

Your obedient servant,

E. F. ALFORD,

Chairman.

To GEO. JAMESON, Esq., H.B.M.'s Consul, Shanghai.

Shanghai General Chamber of Commerce, Shanghai, 29th September, 1896.

Sir,—I have the honour to own receipt of your letter of 27th August and 12th inst., the first in acknowledgment of that of 17th August from the Chamber protesting against the abrupt and arbitrary increase in telegraphic rates, and the latter in acknowledgment of my letter of the 3rd inst. calling attention to the differential treatment of foreign and native local messages.

On this general subject of the increase in European and local rates your Excellency's inability to review your action is much to be regretted, but the brevity of your reply must not, I am sure, be construed as unsympathetic to our complaint, nor as indicative of unwillingness to lay before the Powers interested views of our countrymen of their hasty and inexplicable action; only one construction can be put upon such action, viz. that commercial interests in the East have been sacrificed for the benefit of more potent influences elsewhere.

That such a sacrifice was inequitable is shown in the remarks of a leading speaker at the recent meeting held in Hongkong on this subject, viz. "I have read their (i.e. Telegraph Co.) side of the case very carefully. Their contention is that they are only putting the rates homewards on the same basis as the rates outwards. That would be all very well if the rates outwards were at a reasonable figure, but surely at the period, at the end of the nineteenth century, seven shillings a word from London to Hongkong is an excessive rate. Every person must admit that. I thoroughly believe that in the course of a very few years people will say 'I remember when in Hongkong the telegraph rate from London to Hongkong was 7s. per word.' It is a monstrous charge. Therefore I say that instead of raising the homewards rates, the Telegraph Companies might have met their constituents with a reasonable reduction of the outwards rates, corresponding with the sterling value of the amount homeward. The next question that arises is—can they afford to do it? I say, yes, emphatically. The Chinese Administration, I believe, returned something like twenty-four per cent to their shareholders. At a recent meeting of the Great Northern Company held in Copenhagen they reported a reserve fund of nearly a million sterling, and as for the Eastern Extension I should say happy are the shareholders in that concern. They have gone on increasing their lines, and their position is a splendid one, they can afford to be just to their shareholders and generous to the public."

The prosperity of these two European lines was confirmed by another speaker, who pointed out that the Danish and English Companies paid 10 per cent and 7 per cent respectively for 1895.

It is not surprising therefore that those who have contributed largely to the prosperity of these Companies feel aggrieved at the treatment received.

For your Excellency's courteous and prompt reply regarding differential charges in European

and Chinese telegrams the Committee are much obliged, and they note that their representation will be submitted to H.B.M.'s Secretary of State for Foreign Affairs.

With reference to your Excellency's correction of the term "racial" I will gladly substitute "linguistic" (though the term used is immaterial, for the fact remains that Chinese foreign messages can be sent at "half price").

The Committee note your remark that the same rule is in force in Japan, but a precedent of wrong does not justify a repetition thereof, and the Yokohama Chamber will doubtless act as it deems expedient.

Your Excellency will understand that these somewhat plain words are penned solely in condemnation of a policy which if applied to other matters will be destructive to trade, and that the respect of the Committee for your Excellency's office and person is in no way diminished thereby.

I have the honour to be, Sir,

Your Excellency's most obedient servant,

E. F. ALFORD,

Chairman.

To H. E. Sir Claude M. MacDonald, K.C.M.G., H.B.M.'s Minister Plenipotentiary, Peking.

THE WOOSUNG BAR.

SHANGHAI, October 2nd.

Though intensely serious, a sad fatality always attends the efforts of the General Chamber of Commerce when it attacks that by no means creditable obstruction, the Woosung Bar. The more grave the essay the more comical the issue, but none have been more unfortunate in this respect than the latest attempt to engage the services of Messrs. Coode, Sons and Matthews. The fact is, as we pointed out from the beginning, the question of the Woosung Bar is intensely simple, and any engineer who has made river hydraulics a special study is quite competent to point out the causes of the obstruction and indicate a remedy. In 1895 we indicated the then position of the affair, with suggestions as to the removal of the cause, and had the Chamber carefully studied the series of articles which then appeared in our columns, it would have been spared much needless humiliation. The articles appeared in the *Central Empire* of the 10th, 17th, 24th, and 30th March and 14th April, 1895, and even at the risk of being reproached for self-adulation, we would, after the lapse of three and half years, again ask the Chamber of Commerce of the Coast to study the matter. Had there been any speciality about the bar at Woosung wherein it differed from the bar at the embouchures of other rivers flowing through alluvial deltas, we would have comprehended the hesitation of the Chamber, and understood its desire to nominate some individual specialist. Where, however, the formation of a bar, as that at Woosung, is simply the normal act of a badly regulated, or rather unregulated, river, the number of experts capable of forming a judgment is by no means confined to one or two. As to the matter of the experts, the Chamber will find no divergence, whoever may eventually be nominated, and as to the recommendations, though different experts may differ in details, the Co-ventry Board, should it ever be established, will find that whichever is recommended, if the details laid down by the engineer be faithfully followed, will be effective. The direction of the proposed channel is a matter of secondary moment; any of those proposed, and perhaps a hundred more, will answer the object aimed at of gaining a fair channel of a minimum depth of high-water of 2½ feet. The essential point is that, whichever be adopted, the plans and instructions of the engineer be rigorously attended to. The aim of the Chamber in seeking the services of an expert above suspicion was wise and well timed, but from the beginning we have had to deplore the manner in which the business was set about. One sensible suggestion at least was made, and that was that the President of the Institute of Civil Engineers should be asked to nominate two or three individuals of eminence in the special line, and it would be then within the discretion of the Chamber's representatives in London to make the necessary arrangements. In the abortive negotiations with Sir Charles Hanley, those with Messrs. Coode and Matthews came to an abrupt end because the Chamber at this end left no discretion as to individuals. The lawyers on both sides seem to have muddled between them a few points of difference which a personal interview would have cleared, and finally, the Chamber here is in a haste to exhibit its own want of common sense in a delicate personal negotiation, the details of which need not have been published. The publication, indeed, of Messrs. Freshfield and Radcliffe's letter relating as they did to mere personalities was not necessary nor advisable, and we still have to hold that, except in the hands of the Committee, there is no difficulty in the removal of the bar, nor in the obtaining of the services of a competent expert, whose opinion will carry the requisite weight, should in either case the preliminaries be set about with a little discretion.—"T. W. K." in *Mercury*.

LI HUNG-CHANG IN CANADA.

RESIDENTS OF VANCOUVER TENDER HIS EXCELLENCY A MAGNIFICENT RECEPTION.

Vancouver, September 14th.

At 11 o'clock on Sunday morning Li Hung-chang arrived at Vancouver by special train and in his private car the "Cheong." The whole city was on the *qui vive* to do him honour, and long before the hour set for his arrival crowds lined the approach to the depot and wharf, and masses of people crowded all the eminences around the harbour.

The Chinese residents had erected a very handsome and artistic arch on the bridge leading to the wharf, and a long line of Chinamen in rich robes of blue, green, plum-colour, olive and red, stood in line before the arch waiting to "kiss" to the great Viceroy. The bridge was carpeted for some yards on either side of the arch, and on this carpet stood a carved ebony table, on which an incense of sandalwood was kept constantly burning in a richly carved bronze burner.

The Chinese band, that sounded like bagpipes, played Chinese music as Li alighted from the train. A carriage drawn by four white horses and draped with Union Jacks waited to convey him the short distance from the train to the steamer.

When the procession started the coach was preceded by his celebrated scarlet chair, carried empty by four men, and several bands. A division of marines from the warship in the harbour fell into line behind the Viceroy, followed by a long deputation of Chinamen in their picturesque robes. Altogether it was a procession of such Oriental picturesqueness as the primeval mountains never before looked down upon, a procession in which Occident and Orient came together in a unique combination.

The Viceroy seemed delighted with the demonstration in his honour and especially with the homage of his countrymen, who fell on one knee and raised clasped hands to him as he passed smiling by. His shrewd, kindly face beamed, his yellow jacket made the brightest spot in a sunless day, and his cherished peacock feather was displayed falling from the back of his cap.

The gang-plank of the *Empress of China* was lowered, and as for royal salute, the Viceroy was greeted with a volley of cannon, and a salute of 19 guns.

As he was carried up the plank to his

scarlet chair, the Chinese dragon flag was run to the masthead and a salute of nine guns was fired from H.M.S. *Comus*.

The absence of cheering was noticeable and gave an Oriental solemnity to the proceedings. All the ships in the harbour were gaily decorated with ribbons of bunting and many of the roofs around displayed kodak stands blackly outlined with their instruments against the pallid sky.

Many prominent citizens had cards of admission to the *Empress*, and crowded her decks to catch a glimpse of the Earl as he was carried aboard. For this one day the whole usual social order was subverted and Chinamen everywhere took precedence of their white brethren in the good-natured throngs that lined the wharf. It was emphatically Chinamen's day.

Just immediately on reaching the steamer Li Hung-chang greeted an audience in the saloon to a deputation of gorgeously robed Chinamen, from whom he received an address read from a scroll of paper. During the audience his servant several times put his pipe to his lips and all but smoked for the great potentate; his suite is so ample that about all there is left for the great man to do is to draw his breath.

He looked in excellent health and spirits and full ten years younger than his pictures lead one to expect. He was delighted with his transatlantic trip and as a mark of his appreciation of the courtesy extended him by the C.P.R. he bestowed the Order of the Double Dragon on Mr. A. E. Liland of the passenger department, who had charge of the special train. Dr. Henry, the agent of the Dominion Government, was also similarly decorated.

In the afternoon the viceregal party drove around Stanley Park and were much impressed with its beauty and the big trees. This morning an audience was granted the Board of Trade, a deputation from the City Council, various Comsels, and Lieut. Gov. Dewdney.

Just before taking final leave of his friends on the steamer above the American consul, sent Li Hung-chang expressed his great gratitude for the many courtesies that had been extended to him by the representatives of the various countries through which he had travelled.

"What do you think of this portion of the British Empire—Canada?" was asked.

"It is wonderful," was the reply. "I of course had heard of the immense agricultural tracts, great forests, lakes and rivers and lofty mountains, but I was overwhelmed with astonishment as I travelled westward through Canada."

"How does the C.P.R. compare with the railways you have travelled upon in Europe and America?"

"Here the art of the diplomat was evident in the answer which the Chinese Viceroy returned without the slightest hesitation:—

"My trip was made most comfortable for me whenever I have had occasion to travel by rail through any of the countries which I have visited, and the treatment which I received on the C.P.R. was in every respect as pleasurable as one could imagine. The officers of the road were indefatigable in their efforts to minister to my comfort, but I have here was a shrug of the shoulders. It would be folly for me to compare the railways of different countries; indeed, it would be worse than folly—it would be absurd, for I know nothing about railways."

"Do you propose introducing many new features into the government of your country upon your return?"

"Well, one always learns," replied Li Hung-chang, "and no doubt I and the friends who have been with me on my travels have noted many things that can be laid before my people for consideration. But," with a smile, "I have been attended at the extent to which the opinion seems to prevail that China is very very backward, unprogressive, etc. I have seen on my travels some evidences of 'progress' that I should be sorry to have my people adopt—however, the world moves and let us hope that China may be able to keep up with the procession."

The hoarse blare of the steamer's whistle and the cry of "all ashore" brought the interesting interview to a close and Li Hung-chang turned once more toward that land where reporters came from troubling. The *Empress* sailed about a o'clock, accompanied by H.M.S. *Comus* to the open sea, where a farewell salute was fired—Victoria, B. C., *Colonist*.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Indian (*Calcutta Express*) 10th inst.

French (*Malabar*) 11th inst.

American (*City of Peking*) 19th inst.

American (*Doris*) 26th inst.

The Canadian Pacific Railway Co.'s steamer *Empress of Japan* arrived at Kobe at 11 p.m. on Tuesday, and left again at noon on Wednesday for Vancouver, via Yokohama.

SHIPPING RETURNS.

From 6 p.m. yesterday to 6 p.m. to-day.

ARRIVALS.

Formosa steamer, from Coast Ports.

Nanyang " " Singapore.

Maria Valeria " " Kobe.

Moguel " " Kōkai-chang.

Mills Maru " " Seattle.

Chow " " Swatow.

Peking " " Chinkiang.

Hokow " " Chinkiang.

Wing " " Swatow.

Loyal " " Swatow.

Shanghai " " Hongkong.

Shanghai " " Shanghai.

Albion " " Portland.

Kiauch " " Swatow.

Hankow " " Swatow.

Troas " " Singapore.

Narcissus " " Nagasaki.

Aggregating 15,723 tons register.

DEPARTURES.

Hokow Maru steamer, for Kaitchoon.

Tenhu " " Shanghai.

Rehila " " Europe.

O'Brien " " Yokohama.

Chow " " Shanghai.

Chow " " Shanghai.

Nagasaki " " Singapore.

Edgewood " " Shanghai.

Emerald " " Manila.

Aggregating 15,405 tons register.

HONGKONG AND WHARF DOCK RETURNS.

Hokow Maru in Kowloon Dock.

Acto " " "

Eridan " " "

White Cloud " " "

Belin " " "

S. S. " " "

Malinda " " "

John Balfour " " "

Galle " " "

Clan MacFarlane " " "

FIFTH GYMKHANA MEETING.

The following is the programme for the Gymkhana to be held on Saturday 10th inst.

The first race will be run at 3 p.m.:—

FIVE FURLONGS HANDICAP, for all China ponies; 1st prize, \$60; 2nd, \$30; entrance \$2.00.

Mr. Martin's Red Fish, 12st 5lb

Serg. Capt. Ede's Planet, 11st 7lb

Mr. Potts' Vagabond, 11st 5lb

Mr. Martin's Armistice, 11st 2lb

Mr. Hart Buck's Voltigeur, 11st 0lb

Li-Col. The O'Gorman's Morrison, 11st 0lb

Intimations.

KOPS ARE STILL RUNNING

74 Gold Medals Awarded in 1894 & 1895.



BRIGHT PURE!! SPARKLING!!! Brewed and Bottled with Hops only

SOLE AGENTS:-

WATKINS & CO., HONGKONG.

PHARMACEUTIC PRODUCTS OF THE FARBWERKE VORM MEISTER, LUCIUS & BRUNING HOCHST A/MAIN.

Dr. KNORR'S LION BRAND

"ANTIPYRINE,"

(DOSE FOR ADULTS 15 TO 35 GRAINS TWICE)

Is the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, INFLUENZA, DENGUE, ERYSIPELAS, WHOOPING-COUGH, and many other complaints. It is also the very best ANTISEPTIC. Highly recommended by the Medical Faculty. Ask for Dr. KNORR'S ANTIPYRINE! Each Tin bears the Inventor's Signature "Dr. KNORR" in red letters.

"DERMATOL,"

Is the best Vulnerary; its effect in stimulating the closing up of Wounds is described as amazing.

Dr. OVERLACH'S

"MIGRAININE,"

(ANTIPYRINE-COFFEINE CITRATE)

Invaluable for MIGRAINE and of the greatest value in treating HEADACHES of definite etiology, in the HEADACHES of INFLUENZA, of NICOTINE and MORPHIA POISONING, and generally where the administration of other remedies have failed. To be had of every reputable Chemist and Druggist. Supplies constantly on hand at the

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS!

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship

"FORMOSA," Captain Pabson, will be despatched for the above Ports TO-MORROW, the 9th instant, at Daylight, and not as previously notified. For Freight or Passage, apply to DOUGLAS LAURIE & Co., General Managers. Hongkong, 8th October, 1896. [1554]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SWATOW, CHEFOO, TIENTSIN AND NEWCHANG. THE Company's Steamship

"NANCHANG," Captain Wislizen, will be despatched as above TO-MORROW, the 9th instant, at 3 P.M. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 7th October, 1896. [1553]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.) STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUZ, PORT SAID, BRINDISI, VENICE, TRIESTE AND GENOA.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEBANT AND ADRIATIC PORTS, to NATAL, EAST LONDON, PORT ELIZABETH and CAPE TOWN.)

THE Company's Steamship

"MARIA VALERIE," Captain A. Fellner, will be despatched as above TO-MORROW, the 9th instant. Cargo will not be received on board after 3 P.M. prior to date of sailing. For further information as to Passage and Freight, apply to SANDER & Co., Agents. Hongkong, 3rd October, 1896. [1414]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship

"SUNGKIANG," Captain C. B. N. Dodd, will be despatched as above on SATURDAY, the 10th instant, at 4 P.M. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 7th October, 1896. [1560]

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"CAM," Captain Shaw, will be despatched as above on SATURDAY, the 10th instant. For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents. Hongkong, 3rd October, 1896. [1544]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL. THE Company's Steamship

"DARDANUS," Captain Gregory, will be despatched as above on SUNDAY, the 12th instant. For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 3rd October, 1896. [1536]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.) STEAM TO SHANGHAI AND KOBE. THE Company's Steamship

"VINDOBONA," Captain Belien, will leave for the above places on WEDNESDAY, the 14th instant. For Freight or Passage, apply to SANDER & Co., Agents. Hongkong, 7th October, 1896. [1561]

NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIAN LINE. (Under Mail Contract.)

FOR THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE. THE Company's Steamship

"YAMASHIRO MARU," Captain James Jones, will be despatched for the above Ports on SATURDAY, the 17th October, at Noon. For Freight or Passage, apply to NIPPON YUSEN KAISHA, Agents. Hongkong, 24th September, 1896. [1496]

"SHELL" LINE OF STEAMERS.

FOR LONDON AND HAMBURG. (Taking Cargo at through rates to COPENHAGEN, STOCKHOLM, NORRKOEPING, GYDE, DANZIG and KONGSBERG, with transshipment in HAMBURG.)

THE Company's Steamship

"TELENA," Captain Scott, will be despatched as above on MONDAY, the 19th instant. For Freight, apply to ARNOLD, KARBURG & Co., Agents. Hongkong, 6th October, 1896. [1487]

NORDEUTSCHER LLOYD.

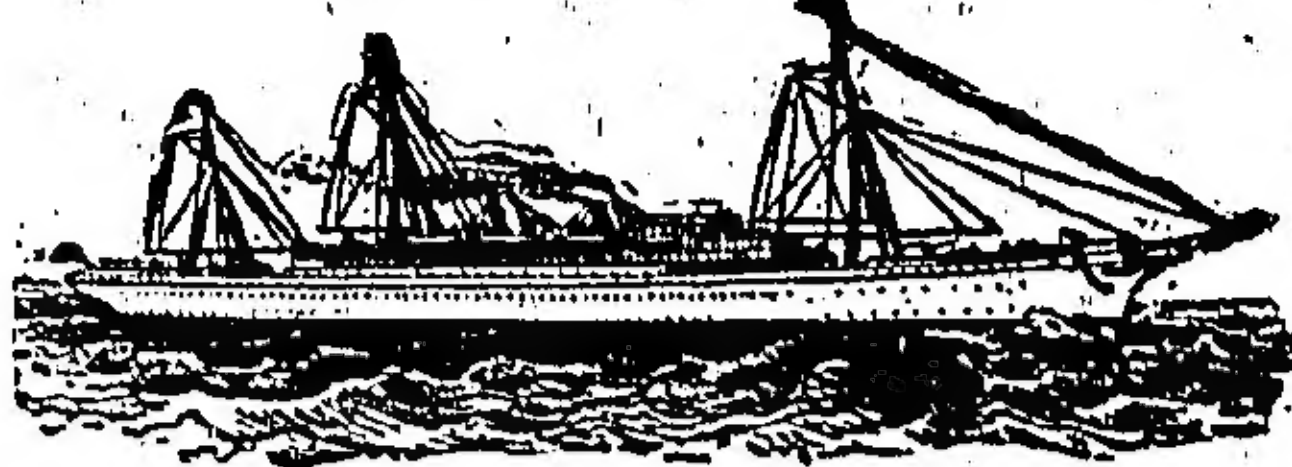
STEAM TO YOKOHAMA, KOBE AND NAGASAKI. (Passing through the INLAND SEA.) THE Company's Steamship

"DAPHNE," Captain Sauerstein, will leave for the above Ports on or about WEDNESDAY, the 9th inst. For Freight or Passage, apply to MELCHERS & Co., Agents. Hongkong, 6th October, 1896. [1511]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE

1896.



1896.

SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.) Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 28th October. EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 15th November. EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 23rd December.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various ports at reduced rates. Gold for 4, 6, 9 and 12 months. SPECIAL RATES (First-class only) granted to Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled. For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 30th September, 1896.

D. E. BROWN, General Agent, Pedder's Street.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Friday, 9th October, at Noon.

City of Peking (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Tuesday, 27th Oct., at Noon.

China (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 12th Nov., at Noon.

THE U.S. Mail Steamship

"CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on FRIDAY, the 9th October, 1896, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and the CANADIAN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding ORDERS FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent. Hongkong, 30th September, 1896.

F. BLACKHEAD & CO.

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG. SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAUHEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIKIKI'S PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES. Hongkong, 10th May, 1896.

Mails.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG. PORTS IN THE LEVANT. BLACK SEA AND BALTIC PORTS: ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Prima Harbata ... Tuesday ... 13th Oct. Bremen ... Tuesday ... 10th Nov. Sackus ... Tuesday ... 8th Dec. Bayern ... Tuesday ... 5th Jan.

Prima Harbata ... Tuesday ... 1st Feb. Bremen ... Tuesday ... 2nd March. Sackus ... Tuesday ... 1st April. Bayern ... Tuesday ... 1st May.

ON TUESDAY, the 13th day of October, 1896, at 9 A.M., the Company's Steamship "PRINZ HEINRICH," Captain Cuppen, with MAELS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 10th Oct. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 12th Oct. and Passengers will be received at the Agency's Office until Noon on MONDAY, the 12th Oct. Consular Invoices are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cube in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents. Hongkong, 18th September, 1896. [1447]

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANY'S.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400. Excellent accommodation. First-class Table. Doctors and Stewards carried.

HONGKONG TO NEW YORK \$350. The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225. Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Olympia ... 1,608 | Saturday ... 10th Oct. Bremen ... 1,601 | Wednesday ... 11th Nov. Tacoma ... 1,549 | Thursday ... 11th Nov. Victoria ... 1,577 | Thursday ... 11th Dec. Olympia ... 1,608 | Tuesday ... 11th Dec.

THE Steamship

"OLYMPIA," Captain Truebridge, sailing at Noon, on SATURDAY, the 17th October, will proceed to VICTORIA (B.C.), and TACOMA (Wash.), via SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to DODWELL, CARLILL & Co., General Agents. Hongkong, 1st October, 1896.

SAILING VESSELS.

FOR NEW YORK. THE 3/5 A.I. American Ship

"SAINT MARK," Dudley, Master, will leave here for the above Port, and will have quick despatch. For Freight, apply to CARLOWITZ & Co., Agents. Hongkong, 28th August, 1896. [1537]

FOR SAN FRANCISCO. THE A.I. British Bark

"CASABLANCA," Canley, Master, will leave here for the above Port, and will have quick despatch. For Freight, &c., apply to SHEWAN, TOMES & Co., Agents. Hongkong, 4th September, 1896. [1536]

FOR NEW YORK. THE 3/5 L.L.I. American Ship

"WILLIAM J. ROTCH," Captain Lancaster, will leave for the above Port, and will have quick despatch. For Freight, &c., apply to ARNOLD, KARBURG & Co., Agents. Hongkong, 1st October, 1896. [1530]

TO SHIPMASTERS.

ENQUIRE where your FRESH WATER is obtained by the Water Boats; as FOUL WATER is the cause of much sickness on board ship.

We are the only Water-Boat Company in Hongkong exclusively supplying FILTERED WATER.

Call Flag "W." W. K. W. & Co., Steam Water-Boat Co., 15, Praya Central. [1530]

Printed and Published by CHERRY DUNCAN at No. 4, Pedder's Street, in the City of Hongkong.

Shipping.

STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL. THE Steamship

"ASLON," Captain J. Murray, will be despatched for the above Port on MONDAY, the 12th Oct. For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents. Hongkong, 24th September, 1896. [1508]

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN. PROPOSED SAILINGS FROM HONGKONG, 1896. (Subject to Alteration.)

Allmore ... Thursday ... 15th October. TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship

"ALTMORE," will be despatched for VICTORIA (B.C.) and PORTLAND, OREGON, via KOBE and YOKOHAMA, on THURSDAY, the 15th October.

Consular Invoices of Goods for United States Ports should be in QUADRUPPLICATE; and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to SHEWAN, TOMES & Co., Agents. Hongkong, 25th September, 1896. [1509]

NIPPON YUSEN KAISHA.

FOR SINGAPORE, COLOMBO AND BOMBAY. THE Company's Steamship

"IDZUMI MARU," will be despatched for the above Ports on FRIDAY, the 23rd instant, at Noon. For Freight or Passage, apply to NIPPON YUSEN KAISHA, Agents. Hongkong, 7th October, 1896. [1558]

NIPPON YUSEN KAISHA.

FOR SINGAPORE, COLOMBO, PORT SAID, MARSEILLES, LONDON AND ANTWERP. THE Company's Steamship

"HIMEJI MARU," will be despatched for the above Ports on SATURDAY, the 3rd instant, at Noon. For Freight or Passage, apply to NIPPON YUSEN KAISHA, Agents. Hongkong, 5th October, 1896. [1552]

JAVA, CHINA, JAPAN LINE OF STEAMERS.

UNDER MANAGEMENT OF THE ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

PROPOSED SAILINGS. (Subject to Alteration.)

JAVA, HONGKONG, YOKOHAMA, KOBE, AMOY, HONGKONG, SINGAPORE, JAVA.

FROM HONGKONG.

S.S. Cassius ... To JAVA ... 1st October. S.S. Federation ... To JAVA ... 1st Nov. S.S. Germania ... To JAVA ... 1st Dec.

S.S. Federation ... To JAPAN ... 1st October. S.S. Germania ... To JAPAN ... 1st Nov. S.S. Cassius ... To JAPAN ... 1st Dec.

General Agents for China & Japan, LAUTS, WEGENER & Co., Agents. Hongkong, 22nd September, 1896. [1547]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR NEW YORK, VIA SUEZ CANAL. THE Company's Steamship

"KAISOW," E. Warrall, Commander, will be despatched as above on or about the 15th October. For Freight, &c., apply to HOLLIDAY, WISE & Co., Agents. Hongkong, 30th September, 1896. [1552]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, &c.) THE Steamship

"AUSTRALIAN," Captain P. Holm, will be despatched for the above Ports on TUESDAY, the 30th instant, at Noon.

The attention of Passengers is specially drawn to the Superior Accommodation offered by this Steamer—First Class Saloon being situated forward of the Engines, and Second Class in the Poop.

A Refrigerating Chamber ensures the supply of Ice and Fresh Provisions during the entire voyage, and the Steamer is fitted throughout with the Electric Light.

A Stewardess, and a duly qualified Surgeon are carried.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 3rd October, 1896. [1545]

LAND AND SEA MAY LIE BETWEEN YOU AND

Chicago, U.S.A.

No matter where you live, we can deliver to you cheaper than you can buy anywhere else in the world: Clothing, Shoes, Dry Goods, Watches, Jewelry, Sewing Machines, Bicycles, Saddles, Hardware, Tools, Guns, Ammunition, Bicycles, Agricultural Implements, Vehicles of all kinds. Furniture, Goods of every subject.

To introduce to you our immense facilities we will send free of charge to you or any other foreign resident our "Buyers' Guide," a 250 page book, 700 pages, 1,000 illustrations, 4000 descriptions, invaluable in our own and our "Hand Book for Foreign Buyers," which gives all information necessary to put you touch with our methods. Send us your address and we will do the rest.

Montgomery Ward & Co., 111 to 119 Michigan Ave., Chicago, U.S.A.

WHYTE & MACKAY

"DOUBLE LION BRAND" SPECIAL SELECTED HIGHLAND WHISKY.

PURE, MILD AND VERY CHEAP. Sole Agents in Hongkong: ROBERT FACK & Co., Pottinger Street. Hongkong, 24th September, 1896. [1497]

FOR SALE.

The Belgian x 100 A 1 Iron Screw Steamer "ANVERS," 2,586 Tons Reg. Gross, 1,996 Tons Reg. Net. Lying in Hongkong Harbour.

For Particulars, apply to LAUTS, WEGENER & Co., Agents for CAPTAIN & OWNERS. Hongkong, 22nd September, 1896. [1486]

Shipping.

STE